

The Chapman Report



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Photo Credit: Kiyoshi Hamai



It's Show Time!

Top: The Radford Lotus 62-2 in classic Gold Leaf livery was dramatically introduced at The Quail, A Motorsports Gathering on August 13. Learn all about this very special car in Kiyoshi Hamai's story on page 7.

Bottom: Bryan Cirimele shows off his unique Evora as part of the Lotus display at the All British Car Meet at Blackhawk on October 17.

Nov/Dec Meet-ups

**Anti-Social November Drive +
Sunday, November 21, 2021**
9:00 AM (gather) — 10:00 AM (depart)
Organized by Antonio Munoz
(meet and enjoy some hospitality coffee and donuts at Antonio's shop—Cecil's Hi-Tech Auto Repair, 799 Davis St., Vacaville)

We will be in the North Bay for the November club meet-up. Antonio is expecting us at 9 AM for hospitality coffee and donuts and a chance to check out his shop in Vacaville. We will then take off around 10 AM for a casual drive in the Lake Berryessa area.

Holiday Party

A long-standing GGLC tradition returns for 2021!

When: December 4, 2021
6 PM cocktails, 7 PM dinner

Where: Max's of Burlingame
1250 Old Bayshore Hwy

Details: See Judy and Dave Anderson's info article on page 14

Message from the Prez Odds and Ends As We Close Out 2021

by John Zender

Last month I wrote about having a custom clutch slave cylinder made for my Esprit. That mod made the pedal feel soooo much better. Well, I have now continued this theme with my Europa.

After tracking the car all day at Sonoma in September, my left knee was sore for a few weeks. (Of course, the knee itself is really the problem, not the clutch; but I am putting off that replacement job for as long as I can.)

For the Europa, I changed out the 0.70" clutch master for a 0.625", and this made a huge difference. I also had to do some grinding on the fiberglass to allow more pedal travel, but the results were totally worth it. At the next Sonoma event, not only was my knee feeling nicer afterwards, but I was able to shift the car better since it was easier to get full pedal travel more quickly. Guess I should have done this years ago.

Our second Sonoma event in September was quickly arranged when Hooked On Driving contacted us only a few weeks before with an offer to join them at Sonoma. As it happened, their offer was simply too good to refuse. We purchased one group of sessions for a bargain price and had a great time with only about 15 cars on the track. The Europa did great on track, But, after inspecting it on the lift a few days later, I noticed the dry sump pulley had slid about 3/4" down the shaft. The 1" wide toothed belt only had about 3/8" engagement on the pulley with the rest of it just flopping in the wind. I am not sure how it stayed on at 7,000

RPM, but I am certainly glad it did. I also found 2 broken struts that are there to stabilize the engine/gearbox assembly. The bolts that hold them to the bellhousing had loosened, which caused some movement that eventually lead to their failure.

I had to pull the engine out to get the dry sump pump, and I will be doing a few other modifications and upgrades in the process.

Our third track day in 2 months was at Thunderhill in early October. I gave the Europa a rest, and took the new C8 Corvette instead. I was very impressed by this car on the track. It did not feel big and heavy, and it has tons more torque than either the Europa or Exige. The C8 is primarily a street car for me, but it will likely go to the track once a year or so. The Europa is exciting, of course, and I really like the challenge of going fast in a 42 year-old car along with the satisfaction of working on it and improving it for each outing

We have one more track day this year scheduled for November 8 at Sonoma. As I write this, we are kinda hurting for entries for this event, so any of you ex-

perienced drivers out there are encouraged to sign up. Sorry, but we do not allow first-timers at Sonoma.

Other Happenings

In late October, we had a fun get-together over a Chinese lunch as we said goodbye to a former Prez, Jackie Feakins who is moving to Chicago Land, and, at the same time, we said hello to an old friend (and old-school dyno tuning guru) Charlie Rockwell who was visiting from San Diego. (Editor's note: see Jon Rosner's story on page 12 for more information.)

It's the end of the year, and the end of my second term as President of GGLC. Nominations are open, and yes, you can nominate yourself—and I will second it. Being Prez is actually not a big deal, or that much work, and I encourage some of you new and/or younger members to get involved to help manage the club. You will get tons or recognition from your peers, free track days, and I am even hearing that the salary will be doubled next year! If you are thinking about it but not ready to commit, contact, me directly and I'll fill you in on what little is expected of you as President.



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Special Feature: Zoom Video of Interview with Bob and Beaky Coming December 18

by Kiyoshi Hamai

Richard Parramint captured his September 2021 interview of Bob Dance and Dave Sims (aka Beaky) on video as they shared their stories of being Team Lotus F1 mechanics in the 60s and 70s.

Was it all work? Or are there untold stories of mischief and mayhem? Find out when Richard probes the dark secrets of life as a Team Lotus F1 mechanic.

Parts of this video were shown at LOG40, but the GGLC has now gotten access to the complete, unedited footage, which is about 40 minutes long.

Join the GGLC showing of Richard's video via Zoom on December 18 at 11:00 AM PST. Space is limited to 99, first come, first served. Once the meeting cap is reached, you will not be able to join.

Join Zoom Meeting

[https://us06web.zoom.us/j/83523114833?](https://us06web.zoom.us/j/83523114833?pwd=dVRSVWhmUHdMRDBNN25ROHlyVGhOZZz09)

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Meeting ID: 835 2311 4833

Passcode: 564083



Lotus Los Gatos Service Clinic Exclusively for GGLC Members Saturday, November 6

Lotus Los Gatos (located at 620 Blossom Hill Road, Los Gatos) is offering the GGLC a Service Clinic on Saturday, November 6. All GGLC members are welcome to attend, and up to 10 lucky attendees can book appointments to get a no-cost visual safety inspection of their cars as well as have fluids topped off and more.

This event will include a Lotus Cars & Coffee social get-together. There will be exclusive parking for GGLC members, food and beverages, a few games and Lotus techs available to answer questions. Plus, if there is sufficient interest, some shop tours will be offered.

The parts department will also be available for Q&A and to share information about the latest Lotus Packs. Further, Lotus Los Gatos will try to make demo drives available for those interested in the Evora GT.

Important: There are only 10 service clinic slots available (first come, first served). These slots are broken down

into 5 separate 90-minute inspection times (2 cars per time slot) starting at 10:00 AM and continuing to 4:00 PM. If you wish to have your car inspected, use this link to reserve a time slot:

<https://calendly.com/theLuxuryCollection/lotus-los-gatos-service-clinic?month=2021-11&date=2021-11-06>

Each Safety Inspection will include:

- check-in and write-up with advisor,
- car on lift and peek under your car (if desired),
- check out with advisor / copy of MPI and conversation with advisor and/or tech (if needed/desired),
- gift bag upon departure

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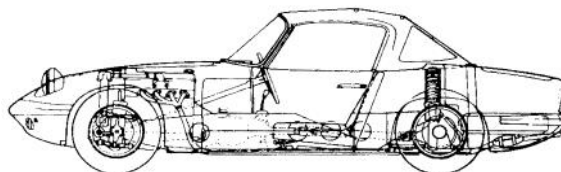
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Great Lotus People + Road Trip = The Adventure of LOG40

by Vincent Chiaro

Despite owning my Elise for 11 years, LOG40 was my first experience at a LOG. Yup, I was a LOG virgin.

I never imagined I would cover 1900 miles over 6 days in my Elise, which is kind of ironic because I actually love road trips. But it's just that the Elise is not the car I would normally choose to do this kind of a trip. (As an aside, after returning from LOG40, I learned that an owner on the East Coast (coincidentally also with a magnetic blue car) did a total round trip of 5,500 miles to attend LOG40. He did take more detours and he did quite a bit more sightseeing than I did, but WOW that is an impressive Elise road trip!)

For me, the fun of a road trip comes from the sense of self-sufficiency that you need in such a situation. You are forced outside of your comfort zone, and there is a bit of "unknown" that makes it an adventure. Indeed, you don't really know what might happen along the way, but you have the confidence—and are prepared—to handle whatever comes up, which might include mechanical issues, flat tires and even getting lost.

Luckily, my road trip to LOG40 was uneventful. In fact, my Elise never missed a beat. And the fabulous "US LOT" Lotus factory podcast along with some good noise cancelling headphones actually made the boring, straight drive through Nevada fairly enjoyable.

I must admit, though, that I was a bit nervous about taking the Elise on such a long trip. As any owner knows, the Elise is not made for long, straight freeway "Grand Touring". Lotus has not produced an Elise GT or an Exige GT model as far as I am aware! And we all know the natural habitat for a Lotus is a twisty backroad, but, sadly, there are not many of those between Reno and Salt Lake City.

The Elise is noisy, the interior does not have many creature comforts (although the A/C was a welcome relief on this trip, and it worked great) and you feel the gusts of wind shift your car a bit as you pass 16 wheelers.

I fit the hard top before I left to help make it a little more civilized inside the cabin. I also spent a few days prior to the trip just getting everything all



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sorted out with the car to make sure it was tip top. Kind of like the prep you should do before a track day, which actually is a pretty good model for road trip prep, except for the “remove all loose objects from your trunk” checklist item.

I had recently replaced the fuel pump, so I made sure to bring a fire extinguisher to be safe! Luckily, I did not need it, or any of my other tools for that matter—although my OBD2 reader did come in handy for some other folks. Like a Boy Scout, always be prepared. I consider it a great trip or track day if I lug my tools and other stuff along and never use them—definitely a win in my book.

I drove from the Bay Area to Salt Lake City with a few other GGLCers (Rahul, Mark, and

John), and we made it a two-day affair rather than trying to do all 700+ miles at once. Our backs and our legs thanked us for that.

We rendezvoused in Vacaville on Thursday morning. Aside from an insane dust storm outside of Reno, it was a pretty boring drive with very little traffic.

We made it to Elko, NV on that first night, and we walked to a local Mexican restaurant for what we thought would be a quick bite. About 2 hours later, our food arrived. Perhaps I should not have ordered fish tacos so far from the ocean?

On day two, since there was not much to see in Elko, we got on the road after a leisurely breakfast. Rahul suggested that we stop at the iconic Bonneville Salt Flats since there was some racing planned for that day.

Calendar

<u>Date</u>	<u>Activity</u>	<u>Location</u>
Nov 6	GGLC Tech Clinic	Los Gatos
Nov 8	GGLC Track Day / Sonoma	Sonoma
Nov 20	GGLC AutoX Round #10	Crows Landing
Nov 21	Shop Visit & Casual Drive	Vacaville
Dec 4	GGLC Holiday Dinner	Burlingame
Dec 4	Toy Rallye	Online
Dec 4	SDLC at Secret Car Club	Rancho Santa Fe

All dates and events are tentative. Please see www.gglotus.org for current information about upcoming events.



Scan to get the current GGLC calendar on your mobile device.

But aside from some great photos, the salt flats were kind of a bust. The spectator area is about a two-mile drive on the salt, and the folks at the gate urged us not to take such nice cars out there. But even though we didn't get to see any runs or find out our cars' top speeds, we did get some good photos, and it was cool to have at least seen the massive expanse of the flats.

(continued on p. 6)

(cont'd from p. 5)

We made it to the official LOG40 hotel around 2 PM on Friday; just in time for a late lunch and car wash before the evening reception.

Folks told me that the people are the highlight of any LOG, and that proved to be true. Chatting with fellow Lotus owners both at the events and just casually while hanging out in the hotel parking lot was certainly fun. But adding in some amazing backroad drives, interesting cars, and a track day at what I would consider one of the nicest tracks in the U.S. really made the whole experience memorable. (I also will not forget the downpour we had to contend with during the concours and photo shoot!)

I have always been a firm believer that you do not buy a car like a Lotus for the social status or to admire it in the garage; you buy it because of the experiences that it delivers and exposes you to when you use it. It's kind of like having a fancy chef's knife: it does not do much when it's tucked away in a drawer, but as soon as you use it, you appreciate the craftsmanship while you enjoy putting it to work. Similarly, a Lotus enables you to create these unforgettable automotive experiences that you otherwise would have missed out on. My LOG40 experience was a perfect example, and driving my Elise to and from the event made it even better.

I can tell you about all the fun you missed if you were not there, but I'd rather show you. You can check out a few of my photos here, and my video recap of LOG40 on my YouTube channel called "Atypical Driver".

www.youtube.com/atypicaldriver



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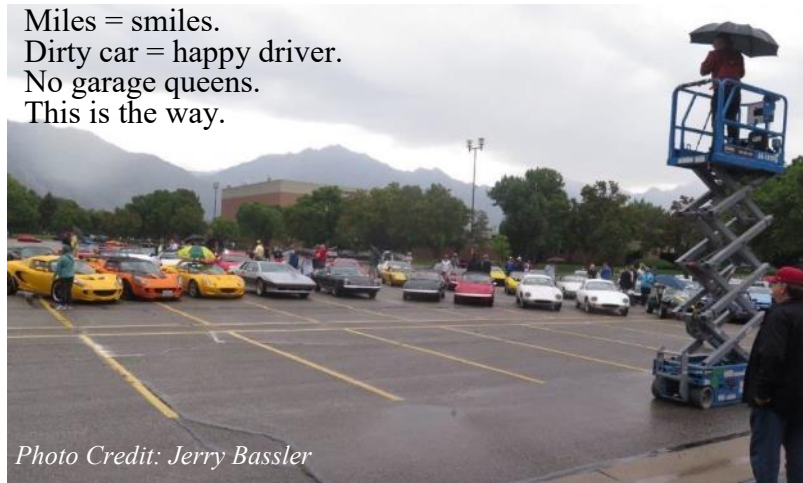


Photo Credit: Jerry Bassler

Radford Lotus 62-2 At the 2021 Quail

by Kiyoshi Hamai

The Radford Story

There was a third car on the Lotus stand at The Quail Show in August—the Radford Lotus Type 62-2. Although this showing at the Quail was its first public viewing, there was a private debut near Radford HQ in SoCal just a few days prior to the Quail.

Who is Radford and what is the story?

In the late 1940s, Harold Radford founded Harold Radford & Co. in London. The company focused on custom coach building on Rolls and Bentley chassis for high-end clientele. The company continued with products based on the Aston DB5, Austin Mini and other cars until it failed in the late 1960s.

Now, some 50 years later, the name has been revived by Finest Coachbuilding Group (FCG), a U.S. LLC that is owned by Mark Stubbs, Ant Anstead, Jenson Button, Roger Behle and Richard Cohen. (You likely recognize the names of: Button, F1 Champ, Anstead, featured on the TV series “Wheeler Dealers” and perhaps Stubbs, a highly regarded designer.) And now we have the first project emerging from the “new” Radford as the Radford Lotus Type 62-2.

What is the Radford Lotus Type 62-2?

The FCG has partnered with Lotus to create the Radford Lotus Type 62-2. Production will be limited to 62 vehicles with the design paying homage to the original Lotus 62 produced in 1969.

The Lotus 62 was developed to compete in Group 6 Prototype racing, and, while it resembled the Lotus 47 (Europa-based racecar), it was completely different. Martin Wade, of Lotus Components designed that car, and only 2 were built. One resides today in Japan and the other is located in SoCal (currently for sale).

Radford used the Lotus 62 to inspire their first car. Mark Stubbs designed the new car, which more than hints of the original.

Beneath the Gold Leaf colors of Red, White and Gold is an Exige V6 platform. Radford has developed new, longer wishbones, along with new suspension components and new uprights not only to increase the car’s track, but also to enhance its handling characteristics.

The bodywork and interior are 100% Radford. Button states, “The only thing remaining from the Exige is the chassis and the bottom end of the engine; the rest is totally coachbuilt.”

Road car, race car, or???

Every Radford 62-2 will be customized to the customer’s needs. The Gold Leaf version shown at the Quail is street oriented, and it will be followed by a more performance/track-focused version sporting JPS colors.

The Radford Lotus 62-2 will weigh in at roughly 1,000kg (2200-2400lb). Radford will further tune the Toyota sourced V6 from the Exige/Evora to extract up to 600 bhp.

Quail introduction

The entire Radford team from LA attended The Quail introduction of the 62-2. After Lotus reintroduced the Evija and showed the Emira, the mic was handed to Jenson Button. Jenson asked Ant Anstead and Mark Stubbs to join him on stage, and, with the assistance of the entire Radford team, the trio unveiled the Radford Lotus 62-2.

Ant continued with some background and information on the car, and Mark then shared highlights on the design. This description was followed by a surprise introduction when Mark asked Martin Wade, the designer of the original Lotus 62, to join them on the stand! Wade also shared how he had recently received a call from Clive Chapman at his home in LA

after Clive learned about the Radford project.

Stubbs spoke of designing the Radford Lotus 62-2 and how valuable and inspirational it was to have one of the two original 62s nearby as he and his team had access to the Lotus 62 owned by A. Bollinger. (Long-time GGLCers will recognize Bollinger, as he and his son restored the 62 and debuted it at the ‘95 Monterey Historics as a part of the GGLC’s Lotus Meet.)

Radford Lotus 62-2

All Radford Type 62-2s use a 3.5 liter supercharged Toyota V-6, with power output determined by the trim level. In classic guise, the power plant boasts 430 bhp (stock Evora GT). The Gold Leaf level will have internal improvements that bring power up to 500 bhp. And, at the highest trim level, the JPS edition gets upgrades to the supercharger, raising power to upwards of 600 bhp. The Gold Leaf and JPS versions will come with a standard 7-speed dual clutch transmission and limited slip differential. Classic edition cars will have the standard 6-speed manual with an option to upgrade to both the 7-speed DCT and the more powerful motor from the Gold Leaf.



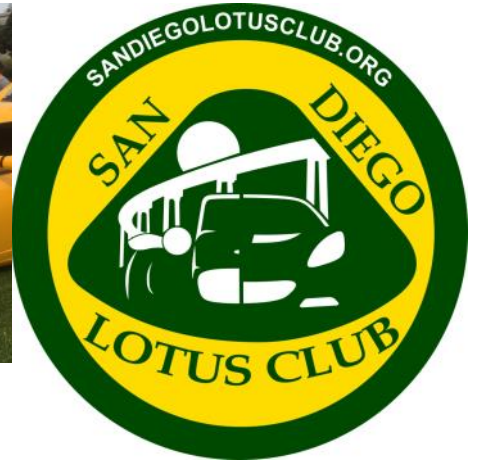
The San Diego Lotus Club Organizes More Fun Events

by Lawrence Sher

We in the San Diego Chapter of the GGLC had a great few months filled with fun happenings. First, we were well represented at the San Diego British Car Day on October 3 with one of the largest turn-outs we have ever had for that event. Many thanks go out to those folks that attended—you sure made it happen.

Then on October 16, we had the rare opportunity to tour the amazing collection of classic race cars that Tom Malloy has acquired over the years. This event was organized in conjunction with the local Aston Martin and McLaren Clubs. As an extra special treat, Tom himself gave us a tour of the collection.

To begin with, we all met at our usual location for the drive to Corona to view this collection. Tom greeted us upon arrival, and he showed us around his huge collection while he offered great insights and lots of colorful stories. It turns out that he even owned 3 Indy cars that all won the same year, but due to disputes each one was ultimately relegated to a different



position. He also told us how his father had built a race track, and that now Tom owns some of the cars his father had sponsored. Tom is also a former race car driver, and he showed us some of his cars. I will definitely plan to return to see this collection again because this tour was outstanding and very special with Tom's personal recollections

Lastly, please don't forget that most of us meet every Saturday morning in downtown Rancho Santa Fe for cars and coffee. Please feel free to join us. If you need more information you can shoot me an email at shr100t—at—gmail.com.





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A Look Back at GGLC Track Days Over the Past 20+ Years

by Scott Hogben

It was “way back” in 1999 when I ran an aggressive election campaign against some long-time Golden Gate Lotus Club heavyweights to become the club president—and I won!

Well, not really, I simply volunteered, and nobody disagreed. But the one thing I told myself as president is that I HAD to organize a track day during my reign as Supreme Leader.

Some of you may recall that we went to Thunderhill Raceway that year, and I remember that everyone had a great time driving their Lotus the way it was meant to be driven.

In 2000 I volunteered to be president again, with leadership, temperament, and continuity being the reasons why I got voted-in for a second term. Maybe not exactly—actually, I think people were just happy that they were not nominated!

You can probably guess what my first edict was. That’s right, it was to have another track day. And we did have yet another successful event at Thunderhill in 2000.

It was at the end of that day that our current president, John Zender, said: “We should do more of these, let’s do three or four next year.”

At the time, that seemed a little ambitious, a little daunting, and almost too good to be true. Is it “legal” to have that much fun in a year? It turned out to be one of the best ideas John has ever had because it was in fact the beginning of what has become a full schedule of yearly GGLC Track Days

In the beginning, we held three or four events at Thunderhill per year because that was the only track we could access. Then we added Laguna Seca (and who doesn’t like Laguna?). Then we added Buttonwillow for the hardcore people willing to travel a little further. And we even sprinkled-in events at Reno-Fernley.

All of these tracks are different, and each has its own character, but they are all great fun and challenging to drive.

The years go by too quickly, and now it has been 22 straight years of track days for the GGLC—never skipping a beat. Even in 2020, the year of pandemic pandemonium, with canceled track days and shelter-in-

place edicts, the Golden Gate Lotus Club held 5 track days in NorCal, and, thanks to the SoCal group, we were able to add 2 Streets of Willow days at Willow Springs. Come on, we would not dare allow a worldwide pandemic to keep us from hosting our track events!

Fast forward to 2021 and I am happy to say we have outdone ourselves. As I write this, we are working on the registrations for the club’s record-breaking 8th track day of the year! For 2021, we had: two Thunderhill events, one at Laguna Seca, one at Buttonwillow, two Sears Point days in conjunction with Hooked on Driving, and one on our own and, for good measure, one at Willow Springs. To say that we had a full schedule (and a boatload of fun) this year is a huge understatement.

Throughout the year, we saw

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our usual track day regulars, but we also saw some new faces, and that is exactly what we want! Have you ever thought about driving your Lotus at speed, on a race track like Laguna Seca, Sears Point, or Streets of Willow? Do you think your Lotus is too old to be on the track? Well, we had an S2 Elan and a Type 14 Elite at Sears Point as well as John Zender's S2 Europa. Do you think your Lotus too new and you are a little apprehensive about driving it on track? Well, we had at least two pristine Evoras at Thunderhill West.

We usually have three run groups to accommodate all levels of experience—Novice, Intermediate, and Advanced, and we also usually have 3-4 spots available for Beginners who are new to track days. Why not join us and find out how much fun it is? No doubt you will be kicking yourself that you did not join us sooner.

And if it's work that gets in your way, follow my advice—take the day off. Work is over-rated anyway, and it will always be there for you when you get back.

And lastly, a big thanks goes out to all the people who help us make these events such a success. Thanks to the bay area group, the Sacramento folks, and the Southern California group, as well as some of our regular track day participants who help organize and run these special events and volunteer as coaches in addition to helping with setup and teardown—we appreciate it!

We hope to see you at the track in 2022.



Hello Charlie; Goodbye Jackie October 23, 2021

by Jon Rosner

Editor's Note. In a case of "the best laid plans", the originally announced GGLC gettogether on October 23 was intended to combine a BBQ, Garage Sale, going away party for Jackie and a hello party for Charlie Rockwell. Unfortunately, Mother Nature had other ideas, and the event was re-configured as a brief meet up at Mike Ostrov's shop in El Sobrante followed by lunch at a local Chinese restaurant. It all turned out pretty well, though, as evidenced by Jon's notes below and the accompanying photos.

Jimmy Kilroy dropped by with his latest creation, a sleek cafe racer body with a side car that was skillfully draped over a 1999 Ducati 750 drivetrain.

Lowell and James McCoy came from Auburn and had a chat with Europa owner Skip Thompson.

Tom Carney brought his stunning Europa along with some GGLC historical club photos dating back to the 1980s (including photos of the chassis dyno Charlie Rockwell had in his shop back in the day), and up through the 1995 Lotus Convention in Monterey,

John Zender and Mona also arrived, and Andy Shank brought Charlie Rockwell to the casual gettogether.

Ashish Dalal spoke about his shop where he re-wired Arielle Rosner's 1970 Europa S2. He also tuned the motor while putting the car through its paces on a chassis dyno. Ashish is currently building electric car drivetrains for older cars while he is advising internationally on the subject of electric conversions for fleets of vehicles.

We also did manage to have a small Garage Sale as John Stice and daughter, Judy, purchased a small pile of Lotus M100 spares that Jackie had stored at her old home in Emeryville.

We were all very pleased to welcome soon-to-be-retired Charlie Rockwell who is currently looking at the possibility of producing elegant electric bicycles. That pursuit may involve visiting the Bay Area more often in the future.

Well, we did not want to see a dedicated club member (and recent past club president) who is a friend to all, Jackie Feakins, leave for her new digs in Chicago Land without our making a bit of a splash. As an extra added attraction, everyone seemed to enjoy the good food and car-talk socializing.

A biento Jackie!

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Holiday Party 2021

by Judy and Dave Anderson



The GGLC holiday party returns for 2021, and it will be held on Saturday, December 4, at Max's Restaurant in Burlingame. The address is 1250 Old Bayshore Hwy (just off 101 at the Broadway exit). We will be occupying the banquet room at the back of the restaurant starting at 6 PM for cocktails (no-host bar). Dinner service will begin at 7 PM. Parking at Max's is free and plentiful. (And there are no speed bumps or gates to challenge your Lotus.)

The food will be served family style as the restaurant is currently not offering buffets. Entrée options will be meat, chicken and veggie pasta. Salad, dessert and coffee/tea are included. The no-host bar will be available for other drinks during dinner.

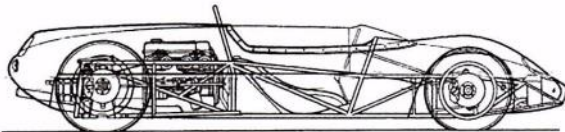
Detailed information and a PayPal sign-up link can be found at <https://www.gglotus.org/ggshop/ggdinner.htm>. Be sure to check this web page before the party for any last-minute updates. Cost for dinner is \$35.00, which must be paid in advance. **IMPORTANT: RSVP and pay before noon on Friday, November 26.**

Due to COVID-19 restrictions, all guests must be fully vaccinated and wear masks when not eating/drinking. Attendance will be capped at 50 to ensure social distancing. We will not be able to accommodate walk-ins, so be sure to make your reservation soon. You will get a name tag when checking in to show that you have paid.

GGLC Gift Exchange

The evening's special entertainment will include the traditional GGLC White Elephant Gift Exchange. Everyone attending is encouraged to participate in this fun activity. To take part, bring a wrapped, unwanted "gift" item from your garage. Please make sure your gift is EPA-friendly, non-toxic and clean. You will have an opportunity to exchange whatever item you select for another "gift".

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Notes from Hethel— Lotus Factory Press Release Dateline: October 11, 2021

“The future is bright for one of the world’s most iconic car brands” – the words of Rob Gill, Motors Editor at *The Sun*, as Lotus was honoured as ‘Manufacturer of the Year’ at the News UK Motor Awards 2021.

The prestigious award was presented by respected political journalist and *Times Radio* presenter John Pienaar at an exclusive ceremony, and it was collected on behalf of Lotus by Design Director Russell Carr.

The judges included a number of highly respected motoring writers and commentators. Together they felt Lotus was a worthy winner as it has... “continued to up its game in the last 12 months, making impressive additions to its range and pioneering exciting new product development”.

On behalf of the judges, Rob Gill commented: “We are start-

ing to see the first harvest from Geely’s huge investment in Lotus and, wow, the Evija and Emira are simply sensational. The Evija is the perfect blend of art and science, the Emira is a shrink-wrapped supercar, and the transformation of the historic Hethel HQ will warm the heart of every true car fan.”

He concluded: “The workforce has doubled to 1,700 people, Delia Smith is running the kitchen, and the famous old fountains have been switched back on again. The future is bright for one of the world’s most iconic car brands.”

Matt Windle, Managing Director, Lotus, said: “This is a massive honour for Lotus, and a tribute to everyone working tirelessly at our facilities all round the world to transform our business and brand.

That transformation got underway with the launch of the world’s first British electric hypercar – the Evija – and was followed by its younger sibling – the Emira – revealed in July to a reception that’s been nothing less than sensational.

Things are moving fast at Lotus, so watch this space – there is so much more to come.”

Collecting the award, Russell Carr commented: “Rob Gill’s reaction when he visited Hethel recently suggested we are doing something right – he seemed very impressed with all we have achieved, from the new design language on our cars to the refurbishment of the site. I didn’t expect it to lead to this wonderful award, but we’re very honoured and proud that all the hard work and achievements of Lotus in the last couple of years have been recognised in this way.”

The Motor Awards is in its fourth year and brings together the collective expertise and audiences of *The Times*, *The Sunday Times*, *Driving.co.uk* and *talkSPORT*. Rob Walsh, Automotive Director, News UK, commented: “Motors is a cherished subject here at News UK, a love shared by our editorial teams and our readers and listeners. The ambition is therefore to celebrate motoring best in class and support the automotive industry during challenging economic times.”



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Classifieds

(non-commercial ads are free to GGLC members and will run for 2 issues before requiring renewal)

For Sale: '07 Lotus Elise. Saffron Yellow over Black. With both hard and soft tops. Current milage: 25K. Two owners. Never tracked. Equipped with new tires. Car is located in San Mateo. Please use email for inquiries: smchcc—at—gmail.com.

For Sale: '66 Lotus Elan S2 Coupe. S/N 36-5905. One of the first 100 coupes built. Spyder chassis, Lita Springs all around, all steel Spencer-built engine at 85MM (140 bhp), SS header and exhaust. 3.55 final drive with Quaife LSD. Many spares including LAA graded block. Car located in Las Vegas, NV. Asking \$35K. Contact Mark at (702)-673-0671 or email mdefran@earthlink.net

For Sale: '07 Lotus Elise. Approximately 60K miles. One owner. Never tracked. Dealer serviced. All records. Make offer. Car located in San Jose. Contact Pat at t.patrick.hannon—at—gmail.com or (408) 768-8360

For Sale: Lotus race car collection including: a very rare Lotus 32 (chassis 32-F2-6), a Lotus 23B (chassis 23-S-81) and a Lotus 22 (chassis 22-J-27). Also available are many Ford, Twin Cam, Hewland, and fiberglass body spares. The cars are from the estate of well-known West Coast driver, Bob Bentler, and they are located near Seattle. The estate is in the final stages of sorting the cars, which are mostly disassembled and are all in need of restoration before they can be raced. For more information, contact Don Christopher at: don.christopher—at—comcast.net.

For Sale: Two Lotus 69 FB project cars. These cars were personally prepared by Dave Bean before he passed away. They are offered as a group of two cars with the following complete assemblies and parts: body sections, wheels, gauges, brakes, suspension corners, two Hewland (rebuilt) gearboxes, one Cosworth Jennings BD 1600 and one Lotus Twin-Cam Dave Bean personal engine. Contact Ken Gray at: ken—at—davebean.com.

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Contributions to the Chapman Report are accepted and encouraged. Please email them to chapmanreport-at-gg Lotus.org in MS Word, rtf or ASCII text.

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